

I. INTRODUCTION

The District Department of Transportation (DDOT) and the City of Takoma Park conducted a study that evaluated transportation conditions in the Takoma area of Northwest Washington DC and adjacent Takoma Park, Maryland. DDOT hired the consulting firm DMJM+HARRIS (Consultant) to conduct the technical analyses for this study. In this report work performed by either the Consultant or a combination of Consultant, DDOT staff and/or Takoma Park staff is referred to as work performed by the “Study Team.” This study was a continuation and an expansion of the transportation work conducted in conjunction with the development of the Takoma Central District Plan¹.

STUDY GOALS

The main goals of this study were to examine existing and future transportation conditions and determine short-term and long-term management and infrastructure improvements to reduce traffic congestion, especially during peak morning and evening travel hours; improve traffic and pedestrian safety; protect surrounding residential streets from traffic impacts; enhance transit service; and improve bicycle and pedestrian transportation facilities in the study area. In addition, as described in the Scope of Work, included in Appendix A, the study included an assessment of the commercial parking needs in support of a municipal parking facility in Takoma Park.

STUDY PROCESS

As shown in Figure 1, the study area boundaries are the following streets:

- Georgia Avenue, NW² to the west,
- Peabody Street, NW to the south,
- Eastern Avenue, NW and Eastern Avenue NE to the east and
- Philadelphia Avenue and Blair Road to the north.

The study was conducted with assistance from the area residents. The Study Team held several meetings with area residents to discuss existing transportation issues. The area residents provided additional input via e-mail, regular correspondence and meetings with DDOT, Takoma Park and Consultant representatives. The Study Team also held several meetings with representatives of key local agencies, including the Washington Metropolitan Area Transportation Authority (WMATA), Ride On, the District of Columbia Office of Planning, the City of Takoma Park and Maryland National Capital Park and Planning Commission (MNCPPC). The input from the residents and the public agency representatives was helpful in the identification of key transportation issues and the identification of future levels of development in the study area.

¹ Completed in the year 2002.

² Most of the District of Columbia streets in the study area are located in the northwest quadrant of the District. Therefore, throughout this report where the NW designation is omitted, it should be understood that the street is located in the northwest quadrant of the District.

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Figure 1. Study Area

REPORT CONTENTS

This report summarizes the assessment of existing and future transportation conditions, identifies transportation issues, presents an evaluation of proposed improvements, and describes the improvements that are recommended for implementation in the study area. The existing conditions section of this report includes a description of the major roadways in the study area; information on traffic volumes at critical intersections; travel speeds throughout the study area, origin-destination patterns; accidents, queues, and level of service at critical intersections. It also describes the conditions of existing pedestrian facilities, parking facilities, public transportation and bicycle facilities.

The future transportation conditions section of this report includes an assessment of parking needs, future year travel forecasts and levels of service for the years 2012 and 2022. The following section describes the identified transportation issues and presents recommended improvements for the transit services, pedestrian and bicycle facilities, parking, and traffic operations. The last section of the report presents a summary of findings and recommendations.

GUIDING PRINCIPLES OF THE TAKOMA TRANSPORTATION STUDY

The guiding principles of the Takoma Transportation Study are the following:

1. Promote a comprehensive transportation approach that improves the quality of life for all residents and supports Transit Oriented Development (TOD).
2. Listen to residents through an open community participation process.
3. Ensure that all suggestions promote transportation safety for all modes of travel.
4. Reduce commuter and cut-through traffic along local streets, as well as reduce traffic congestion.
5. Improve non-automotive transportation access for pedestrians, bicyclists and mass transit users.
6. “Right-Size” parking throughout the study area.
7. Improve visual aesthetics of rights-of-way throughout the study area.

The Study Team used the guiding principles listed above to develop the recommendations to address existing and future transportation issues.